

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There is no sanctioned work of Munirabad-Moradabad new line. However Munirabad-Mahboobnagar new rail line is an approved work which has received the necessary clearnces.

(b) Outlays of Rs. 0.01 crore in 1997-98 and Rs. 10 crore in 1998-99 were provided for the work.

(c) The Final Location survey has been completed. Land acquisition proceedings have been taken up. Presently, work is in progress on the section from Yermaras to Krishna. The expenditure incurred on the project upto 31.3.2000 is Rs. 4.36 crore.

#### **Rail Accidents**

340. SHRI K. M. KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of rail accidents, including goods as well as passenger trains, during the 2000-2001 financial year;

(b) the losses incurred due to these accidents;

(c) whether human negligence has been the main cause for these accidents; and

(d) if so, the details of specific steps taken to reduce such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There were 408 consequential train accidents during the period 1.4.2000 to 31.01.2001.

(b) The losses suffered due to these accidents have been assessed as Rs. 44.48 crores (provisional).

(c) Yes, Sir.

(d) The important steps taken by the Government to check accidents in future are listed below:

(i) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl'. routes where speed

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**is more than 75 kmph. have been completed. Remaining portion of the work is under progress.**

- (ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.**
- (iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections of Mumbai.**
- (iv) A pilot project of AWS on trial basis for Tughlakabad-Mathura section of Central Railway is being launched on trial basis. The tender for the same has been invited.**
- (v) Last vehicle check by Axle Counter have been introduced on over 150 block sections and is being progressively added.**
- (vi) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.**
- (vii) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.**
- (viii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better**

visibility than the conventional kerosene lit hand signal lamps.

- (ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.
- (x) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.
- (xi) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured. Now Self Propelled Ultrasonic Rail Testing cars are being procured.
- (xii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (xiii) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.
- (xiv) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

- (xv) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.
- (xvi) Periodical safety Audit of different Divisions by interdisciplinary teams from Zonal Headquarters has been introduced.
- (xvii) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xviii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.
- (xix) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.
- (xx) A pilot project of Anti Collision Device (ACD) has been sanctioned for Northeast Frontier Railway. Trial of prototype ACD equipment has been started. After successful completion of this pilot project, a decision would be taken for its application on other routes of Indian Railways.
- (xxi) Stringent penalty to the extent of dismissal / removal from service is being imposed on officials causing serious accidents.